



## RECORD OF CONVERSATION

**Joshua Lindberg**  
**Air Safety Investigator**  
**Central Region**

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**Date:** March 15, 2017

**Person Contacted:** [REDACTED], EC Source Field Safety Specialist

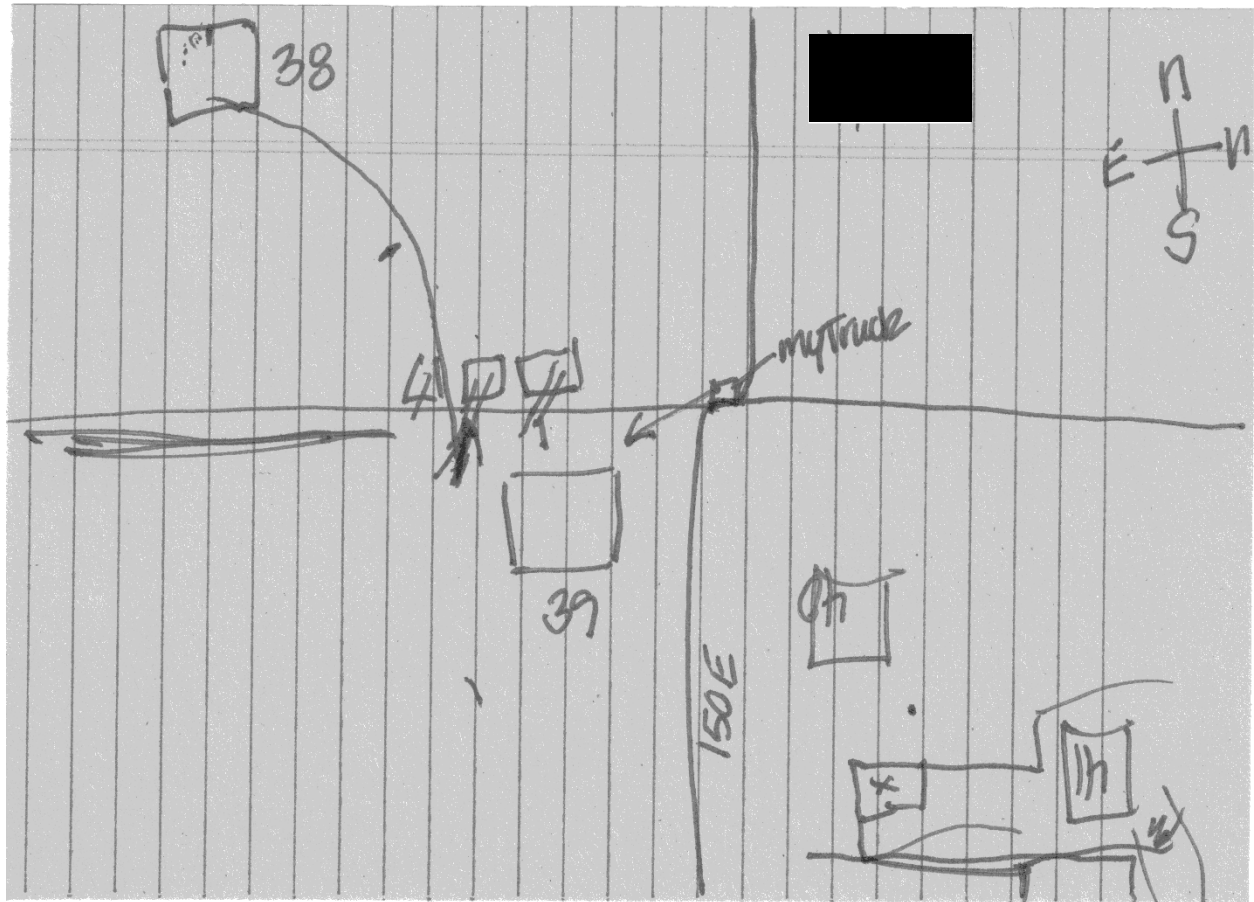
**NTSB Accident Number:** CEN17FA127

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**Narrative:** In an in-person conversation with [REDACTED], he stated the following:

- The pilot took a break from flying at tower 38 after a pacman was tripped and the ground crew had to reset it
- The pilot flew to the landing zone near towers 40/41 on the east side of CR150
- The helicopter sounded normal and nothing seemed unusual about the flight
- Typically when the pilot is reducing speed near a tower he says over the radio to the triple drum operator “slowing” so the operator knows to apply a little brake on the triple drum
- The sock line was laying on the ground between tower 38 and CR700 “roller tip”
- The roller tip was a hard plastic material and was extended above the bucket truck
- The sock line was never touching the wooden structure which was in place to stop the sock line from drooping onto the road below
- After the helicopter returned from the LZ after the pacman was reset, he was watching the helicopter over CR700 as it flew south to tower 39
- He was sitting in his truck facing west at the intersection of CR700 and CR150
- His truck windows were down and he felt the wind die down and then picked back up like a gust of wind. Snow started falling around the same time like the weather was moving through
- The needle didn’t look like it hit the tower
- The needle is visually inspected by the helicopter operator and pilot before the flight
- He drew a map of the accident area which is attached to this record of conversation

End of conversation.





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**Central Region**

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**Date:** 3/21/2017  
**Person Contacted:** [REDACTED], photographer  
**NTSB Accident Number:** CEN17FA127

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**Narrative:** In a telephone conversation with [REDACTED], he stated the following:

- He is an amateur photographer and had been taking photos of the accident helicopter for several hours on the day of the accident
- He would follow the helicopter around the Chalmers area as it worked on the power line construction project
- He was taking photos of the helicopter as it was initially threading the needle at the final tower
- He drove away to the north on CR 150 just prior to the accident
- While driving north on CR 150 adjacent to the house, he felt a strong gust of wind hit the car and noticed an increase in snow fall. He estimated that this happened around the time of the accident
- When the helicopter was working at the tower just before the accident tower, he witnesses the pulley being tripped and the pilot had to pause the operation and flew away to get fuel
- The workers on the ground had to reset the pulley and it took them about 20-30 minutes
- The helicopter continued working and later moved on to the accident tower
- The weather was getting worse around the time of the accident and the visibility was decreasing
- He will send all of his photos to the NTSB IIC

End of conversation.



## RECORD OF CONVERSATION

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**Central Region**

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**Date: 4/4/2017**

**Person Contacted: [REDACTED], T&D Power (EC Source)**

**NTSB Accident Number: CEN17FA127**

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**Narrative:** In a telephone conversation with [REDACTED], he stated the following:

- He was located on CR 700 to the east of the helicopter at the guard boom
- When the helicopter descended to the ground he immediately drove to the accident site
- Jess was first on scene, he was second, and Josh was third
- The pilot was not breathing and did not have a pulse
- They unbuckled the pilot's seatbelt and removed him from the wreckage
- The helmet was still on the pilot and the chin strap was tight under the chin
- The helmet face shield and microphone were already detached
- They removed the helmet from his head
- They collectively performed CPR until the paramedics arrived and took over
- The blue long line was wrapped around the rotors and laid over the side of the helicopter
- The red belly strap was tangled in the tail rotor
- He did not see any other blue long line on scene

End of conversation.